

F. E. Bosch

[Signature]

PACIFIC FRUIT EXPRESS COMPANY

July News Letter

San Francisco, July 15, 1955

ALL P.F.E. EMPLOYEES:

P.F.E. Loadings

	1955			1954		
	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>
June	34,462	7,935	42,397	35,408	6,611	42,019
Jan.-June	162,391	15,452	177,843	174,172	16,278	190,450

Car Situation -

On line supply increased rapidly after July 4th and by the 10th ample reserves had been accumulated in all principal loading areas. Foreign cars except BAR's were stopped at outer gateways July 5th. BAR cars will continue in service until October under agreement. Heavy loading in central and northern California will resume with maturity of peaches and melons around July 15th. This will be followed by new crops in western Idaho later in July, and will require a heavy flow of empties via the Overland Route with sharp diversions away from El Paso toward Council Bluffs, some of which has been accomplished in anticipation of these needs.

Crop conditions - Western Territory

Northern and Central California: Potato shipments from Bakersfield and Fresno sections expected to be moderately heavy the first part of July, dropping off rapidly toward the end of month. Cantaloupe movement from San Joaquin Valley points is about two weeks late due to cool weather. Huron section is expected to start about July 15th and will be followed by West Side points July 20th to 25th. Peak shipments are not expected until first week in August. A heavy movement of tree fruits in July is anticipated due to heavy crops of late plums, apricots, and peaches for which good demand is expected. Salinas lettuce is moving in normal volume with good supplies in sight through the month. Tomato shipments from the Merced section will be heavy due to the late season. Carrot and celery shipments from the Salinas-San Jose section have been light due to slow demand and will continue at this rate unless market conditions improve.

Southwestern District: Cantaloupe shipments have not reached expectations due to most fields being heavily infested with crown blight, resulting in poor yields. Movement from Yuma Valley is declining rapidly and should be finished by July 15th to 20th. Salt River now expected to reach peak around July 10th to 15th and continue through month in decreasing volume. Potato movement from the Chino area is late with peak shipments expected July 15th to 20th, continuing in good volume through the month. Citrus loading from the Los Angeles-

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	PFE Cars	Foreigners	PFE Cars	Foreigners
Jan.-June	162,391	12,452	177,843	42,397
July	34,482	7,935	35,408	6,611
Total	196,873	20,387	213,251	48,998

Car Situation -

On line supply increased rapidly after July 1st and by the 10th ample reserves had been accumulated in all principal loading areas. Foreign cars except BAR's were stopped at outer gateways July 5th. BAR cars will continue in service until October under agreement. Heavy loading in central and northern California will resume with maturity of peaches and melons around July 15th. This will be followed by new crops in western Idaho later in July, and will require a heavy flow of empties via the Overland route with sharp diversions away from El Paso toward Council Bluffs, some of which has been accomplished in anticipation of these needs.

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Southwestern District: Cantaloupe shipments have not reached peak yet. Potatoes due to most fields being heavily infested with crown rot, resulting in poor yields. Movement from Yuma Valley is beginning rapidly and should be finished by July 15th to 20th. Salt River now expected to reach peak around July 10th to 15th and continue through month in decreasing volume. Potato movement from the Chino area is late with peak shipments expected July 15th to 20th, continuing in good volume through the month. Citrus loading from the Los Angeles-

Oxnard area will be at normal July level.

Crop conditions along Union Pacific -

In Utah-Idaho District peach harvest in northern Utah should be normal; however, spotted winter damage and spring frosts hurt cherries and apricots. The Utah canning crops, while late, are in fairly good condition. Prospects appear excellent for normal fruit crops from Idaho and cherries are already moving in good volume. Potato and onion acreage is comparable with that of last year and harvest of these crops will start shortly.

In Northwestern District loading during July will consist principally of frozen foods, onions and cherries, although the bulk of latter crop will move via express.

In Eastern District the Colorado vegetable crop appears in good condition as does the Colorado-Nebraska potato crop, although it is too early to estimate the probable yield at this time.

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The enclosed write up of the PFE Minneapolis Agency, under the supervision of Mr. E. M. Schwarzkopf, Agent, brings to a close the descriptive articles covering our eastern agencies. Our August letter will attempt to cover the car shop operations.

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"Say," said the caller to the receptionist, "the last dozen times I've been here I've arrived just as the office break was beginning. Machines stop, things get quiet, and everybody goes coffeeing except that fellow walking -- I mean rushing -- down the corridor. Doesn't he ever relax like the others?"

"He can't," said the receptionist, "he's the boss."

-Phoenix Flame.

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K. V. PLUMMER

Attachment

Onward area will be at normal July level.

Group conditions - Union Pacific

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K. V. PLUMMER

MINNEAPOLIS AGENCY

E. M. Schwarzkopf, Agent

Minneapolis and St. Paul, contiguous cities located in the lower east central portion of Minnesota, have a total population of nearly a million people. Minneapolis, the greater of the two cities, has an area of 58.79 square miles while St. Paul has an area of 52.5 square miles. These cities are situated at the confluence of two great rivers - the Minnesota and the Mississippi. St. Anthony Falls, located on the latter river, furnishes a large share of the water power needed to run the huge flour mills for which this region is famous. These cities are served by 11 railroads, 4 of which are transcontinental. In addition, they are served by 14 bus lines, some 200 truck lines, 6 airlines and 4 barge lines. The total terminal railroad yard capacity of the Twin Cities and Minnesota Transfer is somewhat over 70,000 cars.

It was in St. Paul that the famous Empire Builder, James J. Hill, made his home and headquarters in the 1880's. Working from that base he extended his Great Northern Railroad to the West Coast to forge in the wilderness a gigantic empire that stands today as a monument to his genius and foresight.

Because of the Twin Cities' geographical location on the 45th parallel, the winters bring occasional days when low temperatures prevail. In the early days this posed a great problem to the shippers of perishables and at the same time caused the railroads much grief due to the high incidence of claims from frost damage. The invention of charcoal heaters considerably alleviated the problem; and with the development in recent years of thermostatically controlled alcohol heaters, claims due to freezing are still further reduced. Today in this area the average housewife accepts as a matter of course the buying of fresh fruits and vegetables in the dead of winter when outside temperatures are far below zero. Winters such as we have bring with them their own special problem peculiar to this area. To keep up the steady flow of fruits and vegetables to the markets it is necessary that facilities be provided so they can be unloaded in moderate temperatures. This is done through the medium of gigantic heated sheds known as "fruit houses". The CRI&P has a 65-car fruit house in Minneapolis and a 26-car fruit house in St. Paul. The CMSPP has an 18-car house in both Minneapolis and St. Paul. These are the principal ones although there are some smaller houses that do not have drive-in facilities like the others. In these large fruit houses trucks can drive in, load up in summer comfort, light their heaters and drive out secure in the knowledge that the perishables they are transporting are safe from the wintry temperatures existing outside.

In spite of the low winter temperatures the fact remains that the Twin Cities are located in the very heart of the nation's "health belt". Life expectancy in this area is 67 years - 3 to 4 years longer than the nation as a whole. The area's death rate is only 9.4 per thousand...next to the lowest of any of the nation's large cities. Minneapolis and St. Paul also have the lowest infant mortality rate of any of the large cities in the nation. These two indices are basic yardsticks with which to measure the general health of the area. The climate - exhilarating summers, refreshing autumns, spicy winters, and delightful springtime - is really responsible for the abundant good health of residents of this area.

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In spite of the low winter temperatures the fact remains that the Twin Cities are located in the very heart of the nation's "health belt". Life expectancy in this area is 67 years - 60 years longer than the nation as a whole. The area's death rate is only 9.4 per thousand... next to the lowest of any of the nation's large cities. Minneapolis and St. Paul also have the lowest infant mortality rate of any of the large cities in the nation. These two indices are basic yardsticks with which to measure the general health of the area. The climate - exhilarating summers, refreshing autumns, snowy winters, and delightful springtime - is really responsible for the abundant good health of residents of this area.

The Minneapolis Agency was opened in 1919 with an agent working the Twin Cities area alone. As time went on and business expanded, more help was added as needed. Today the Minneapolis office employs 4 people. In 1945 a definite territory was assigned this office, encompassing all of north and South Dakota east of the Missouri River, all of Minnesota; the western half of Wisconsin, all of Manitoba, all of Saskatchewan, and Port Arthur, Fort William and Fort Francis in Ontario.

Due to the northern location of this agency it averages only about 3500 to 4000 diversions yearly. Teletype connections with Union Pacific and Southern Pacific circuits through Chicago are available and practically all of our diversions are protected direct. The Twin City terminal unloads approximately 14,000 cars of perishables annually. Figures on unloadings of perishables moved in by trucks were not kept until recently, however, at present truck unloadings of perishables show that the equivalent of 12 carloads are being unloaded here daily.

Passing reports are given to the trade by telephone, western union wire or postal card advice depending on location of the receiver, requests made by the receiver, or as existing conditions seem to indicate. Concentration block passings are first given out, followed by Ogden, Laramie, Grand Island and Omaha departures on cars moving the northern route. On the Southern route concentration block passings are first given out, followed by El Paso reports. While Tucumcari and Kansas City departures are received and indexed, these latter two passings are not disseminated to the trade inasmuch as the CRI&P passes out these records of cars on their line.

Mechanical cars for eastern destinations pass through this gateway after having moved in on Northern lines and these are inspected and reported on also.

The 11 lines operating in this territory with the number of miles operated and states served are

Railroad	States served	Avg Miles Operated
Chicago Burlington & Quincy R. R.	Minn. Wisc. Ill. Iowa, Mo. Nebr. Kans. Mont. Wyo. Tex. Colo. S.D. N.Mex. Kentucky	11,000
Chicago Great Western R.R.Co.	Minn. Iowa. Nebr. Ill. Mo. Kans.	1,474
Chicago Milwaukee St. Paul & Pacific R.R.	Minn. Iowa, Mo. Wisc. Nebr. N.D. S.D. Mont. Wash. Ill. Idaho. Mich. Ind.	10,671
Chicago Rock Island & Pacific R.R.	Minn. Iowa Ill. S.D. Nebr. Mo. Kans. Colo. Okla. Ark. La. Tex. N.Mex.	7,916
Chicago St. Paul Minneapolis & Omaha	Minn. S.D. Wisc. Nebr. Iowa	1,617

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Chicago Milwaukee St. Paul & Pacific R.R.	Minn. Iowa. Mo. Wisc. Nebr. S.D. Ind. Mont. Wash. Ill. Idaho. Mich.	1,067
Chicago Rock Island & Pacific R.R.	Minn. Iowa Ill. S.D. Nebr. Mo. Kans. Colo. Okla. Ark. La. Tex. W. Mex.	7,916
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III.

<u>Railroad</u>	<u>States served</u>	<u>Avg Miles Operated</u>
Great Northern Ry. Co.	Minn. N.D. S.D. Iowa Mont. Wash. Wisc Oregon, Brit. Col.	8,314
Minneapolis Northfield & Southern Ry.	Minnesota	68
Minnesota Western RR	Minnesota	115
Minneapolis & St. Louis Ry.	Minn. Iowa. Ill. S.D.	1,421
Minneapolis St. Paul & Sault Ste Marie Ry	Minn. Mich. Wisc. N.D. S.D. Mont	3,224
Northern Pacific RR	Minn. N.D. Mont. Idaho, Wash. Ore. Wisc	6,687

TEAM TRACK UNLOADING FACILITIES AND FRUIT TERMINALS

CRIP - Has a combined Fruit House and Fruit Terminal at Minneapolis housing six firms dealing in perishables and frozen foods and also has unloading tracks for 43 cars. In St. Paul this line has a 26-car fruit house and a 60-car team track.

CMSTP&P - Has an 18-car fruit house in Minneapolis and adjoining team track holding 0 cars. In St. Paul this line has an 18-car fruit house but a small team track holding only 5 cars.

CSTPMO - Has an 8-car fruit house in Minneapolis with a 120 car team track. In St. Paul this line has a 14-car fruit house and a 25-car team track.

GN-CB&Q - These two lines have joint operations in the Twin Cities. In Minneapolis they have a 65-car team track and in St. Paul a 25-car team track.

NP - Has two team tracks in Minneapolis. One on 1st St. North, holding 50 cars, and 1 on 2nd St. North, holding 25 cars. In St. Paul the N.P. Has a 28-car team track.

MN&S - MW - While only small lines with a joint operation, they have team track unloading facilities for a total of 144 cars. In addition to coming into the heart of the loop at 7th & Holden Sts, these lines skirt the city of Minneapolis and consequently get considerable tonnage from through traffic.

MSTP&SSM - Has a 24-car team track in Minneapolis and a 28-car team track in St. Paul.

CGW - Has a 15-car team track in Minneapolis and a 45-car team track in St. Paul.

MStL - Has a 50-car team track in Minneapolis and a 15-car team track in St. Paul.

Operating
Miles

States served

Railroad

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Oregon, Brit. Col.

Minnesota Northern Ry. 68

Minnesota Western Ry. 115

Minnesota Southern Ry. 1,451

Minnesota St. Paul & Northern Pacific Ry. 3,224

Northern Pacific Ry. Minn. N.D. Mont. Idaho Wash. Ore. Wisc. 6,687

TEAM TRACK UNLOADING FACILITIES AND FRUIT TERMINALS

CRIST--Has a combined Fruit House and Fruit Terminal at Minneapolis handling all fruit dealing in perishables and frozen foods and also has unloading tracks for 45 cars. In St. Paul this line has a 25-car fruit house and a 20-car team track.

CONTRAP--Has an 18-car fruit house in Minneapolis and adjoining team track holding 0 cars. In St. Paul this line has an 18-car fruit house but a small team track holding only 5 cars.

CSTMO--Has an 8-car fruit house in Minneapolis with a 150 car team track. In St. Paul this line has a 4-car fruit house and a 25-car team track.

GNORBA--These two lines have joint operations in the Twin Cities. In Minneapolis they have a 65-car team track and in St. Paul a 25-car team track.

WHL--Has two team tracks in Minneapolis. One on lat. St. North, holding 50 cars, and 1 on 2nd St. North, holding 25 cars. In St. Paul this line has a 28-car team track.

WVS & WLS--While only small lines with a joint operation, they have team track unloading facilities for a total of 144 cars. In addition to coming into the heart of the loop at 7th & Holden Sts. these lines skirt the city of Minneapolis and consequently get considerable tonnage from through traffic.

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GNW--Has a 15-car team track in Minneapolis and a 45-car team track in St. Paul.

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PERISHABLE INDUSTRIES

This territory is one of the nation's biggest egg producing areas and supplies a large portion of the nation's dressed poultry supply. It is also the seat of the dairy products industry. In this connection it is interesting to note a new product - that of raw milk which is pasteurized to begin with, then the water is distilled off and the remaining product is quick frozen. When this product reaches the consumer all the latter needs do is thaw it out, add pure water, and the resulting product cannot be distinguished from fresh milk.

The Twin City area has several large packing plants - Swift & Co., Armour & Co., Cudahy Packing Co., Bartusch Packing Co., and Superior Packing Co.

Minnesota is headquarters for two of the nation's largest canning companies, the Minnesota Consolidated Canning Co. (makers of Butter Kernel products), and the Minnesota Valley or "Green Giant" Canning Co. The latter has large plants in 8 Minnesota cities, in 5 Wisconsin cities, 2 in Illinois, 4 in Iowa, 1 in Buhl, Idaho, 4 in Washington, 1 in Pennsylvania, and 2 in Delaware.

Duluth, Minn. is the home of the Chun-King Sales Co., national manufacturers and distributors of canned and frozen Chinese foods. This firm is at present embarking on a two million dollar advertising campaign with advertising in all of the leading magazines and newspapers.

Winnipeg, Man. and Warroad, Minn., both in the northern area of this agency's territory, are two of the North American continent's largest shipping centers of fresh fish. At Waseca, Minn. the General Foods Co has established a gigantic plant known as the Birdseye Division plant, where frozen chicken and meat pies are made. At this plant some 5 production lines turn out approximately 5 carloads daily of Chicken, turkey, and beef pies which are quick-frozen and either put into cold storage or loaded out. Much of their production goes to the West Coast via our parent lines and the balance goes to eastern markets. As far as possible this tonnage moves in mechanical cars inasmuch as it is extremely valuable and must be kept at an even low temperature. Both the plant and storage facilities are at present being enlarged to meet increased demands of the consuming public.

While we are dealing primarily with the perishable aspects of this territory in which we as a carline are vitally concerned, nevertheless no article on Minneapolis and St. Paul would be complete without at least a passing reference to the flour milling industry for which these cities are so justly famous. Minneapolis particularly deserves its nickname, "The Mill City". It is the hub of the milling industry with headquarters of the world's 5 largest milling companies centered here. These concerns are: General Mills, International Milling Co., Pillsbury Mills, Commander-Larabee Milling Co. and Russell-Miller Milling Co. In addition, many smaller companies have their headquarters in Minneapolis. The production of flour in 100 pound sacks in Minneapolis and St. Paul annually runs well over 15 million sacks.

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